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The Anti-Slavery Reporter.

Egypt and The Soudan.

SUAKIN-BERBER RAILWAY.

THE Government having resolved to make a railway from Suakin to Berber, the Anti-Slavery Society felt it necessary to make known their views with regard to this line. Readers of the *Anti-Slavery Reporter* will remember that for more than two years the construction of a railway connecting the Nile with the Red Sea has been consistently advocated in its columns.

In the summer of 1882, MR. A. B. WYLDE laid before us a plan which he stated had been matured in England for the construction of such a line. The money had been provided by a syndicate of private capitalists, and he was about to start for Egypt to obtain the requisite concession from the Egyptian Government, after which the work would be speedily commenced. Unfortunately this concession was not granted—on what pretext we are not certain—but we believe that the trading community of Egypt were afraid that the Nile traffic would be diverted from Cairo and Alexandria, if the railway were made.

A few months after that date Earl Dufferin visited Egypt, on a special mission from the British Government, to examine and report upon the best means for tranquilising and developing the country. In the Blue Book on Egypt, published early in 1883, Lord Dufferin strongly recommended the construction of the proposed line, which would not have been a military railway, and would not have cost the British Government a single penny. The exact words of Lord Dufferin's recommendation have been so often quoted in the *Reporter*, that we need not now repeat them. In the Autumn of the same year, 1883, the late Colonel Stewart, in his luminous and interesting report on the Soudan, made by command of the English Government, strongly urged the making of the same line.

Unfortunately, as we think, neither of these recommendations were attended to, nor was any reason given, so far as we are aware, against its construction. The line, as originally proposed, was estimated to cost about a million and a half sterling, and to require only from three to four months in making. Earl Dufferin expressed his opinion that the carrying out of this scheme would completely alter the complexion of affairs.

Considering that this prediction was made nine months before the destruction of Hicks Pasha's army, and a year and a half before the massacres of Sinkat, and other garrisons, and the sanguinary battles of El Teb, Tamai, &c., we think there is little doubt that Lord Dufferin was right in his assertion.

Moreover, the ill-starred mission and tragic death of General Gordon would probably have been averted. After all, the railway has now to be built *at the expense of the British tax-payer*, and worse than all, desperate fighting will have to take place before the route can be cleared of enemies, who, at that time, were unheard of.

We agree with the *Daily Chronicle*, that to look upon this railway as a merely military line, is a selfish policy unworthy of England. If we cannot construct a line that shall eventually join the Nile to the Red Sea for commercial purposes, and to benefit a country larger than Europe, it would be better not to attempt to make one at all.

The *Daily Chronicle* says:—

"This railway, LORD HARTINGTON says, will be simply 'a military work for military purposes,' and will be only of a 'purely temporary character and altogether different from a permanent railway.' We cannot say that this declaration is altogether satisfactory. The construction of a railway from the Red Sea to the Nile has seemed to be one of the redeeming features of present policy; and we can scarcely doubt that even though the line is laid for military purposes only, it will ultimately be devoted to the peaceful uses of commerce. In the debate which took place last night a good deal of complaint was made of the want of a specific policy on the part of the Government, and we cannot help thinking that this uncertainty must necessarily be fraught with mischievous consequences. Lord Hartington did not make it quite clear what it is Her Majesty's Ministers are aiming at; but their decision will probably be influenced by the events of the next few weeks."

The Society's views have now been embodied in the following Minute unanimously passed at a Meeting of the Committee held on 6th inst., ARTHUR PEASE, Esq., M.P., (*President*), in the Chair.

SUAKIN-BERBER RAILWAY.

"In view of the fact that this Committee have earnestly advocated the making of a railway from Suakin to Berber, at a time when it was being promoted by private capitalists with a prospect of its opening up an extensive commerce with Central Africa, they cannot but feel a deep interest in the prospect of its being now immediately made.

"While deeply regretting that its construction should now be due to military considerations, and at the cost of the British Government, they feel bound to record their conviction that its construction and permanent maintenance will confer an immense benefit on the commerce and civilisation of Africa. They believe that such a railway would tend to supplant the Slave traffic by an extensive but legitimate commerce, and would thus more effectually conduce to its extinction than the most costly system of Naval Repression.

"*Resolved*:—That a copy of the above Minute be forwarded to the Right Honourable the EARL GRANVILLE, K.G."

MR. H. M. STANLEY ON GENERAL GORDON.

WE cannot help calling to mind how the great champion of Israel "slew at his death" more enemies than "he slew in his life." To us it seems clear that the tragic death of General Gordon in Khartoum has done far more to rouse the people of England to the necessity of taking some permanent steps—*moral* rather than war-like—to put a stop to the desolating Slave-trade than even the great deeds of his heroic life.

MR. H. M. STANLEY—than whom there can be no higher authority—published in *The Times* of the 12th inst., a letter explaining what appeared to be discrepancies in General Gordon's views as to the value of the Soudan in the future history of the world.

Mr. Stanley writes as follows :—

"A number of prominent gentlemen have called my attention to certain quotations of a gloomy character from a letter written by the late General Gordon, among which I find the following words: 'The Soudan is a useless possession, ever was so, and ever will be so. Larger than Germany, France, and Spain together, and mostly barren, it cannot be governed, except by a Dictator, who may be good or bad. If bad he will cause constant revolts. No one who has ever lived in the Soudan can escape the reflection, What a useless possession is this land! Few men also can stand its fearful monotony and deadly climate.'

"They requested me to give them my opinion upon the sense in which these words might be construed, since they appear to differ *in toto* from what General Gordon has uttered and written elsewhere. They led me to infer that there was a general impression in men's minds that there was an apparent inconsistency in this. It is to explain away this apparent inconsistency that I beg to trouble you with this letter.

THE CONGO.

"I have delivered many lectures in England, Scotland, and Germany during the last few months, wherein I have emphatically stated that 'until the Upper Congo, which is so amply endowed by Nature with an exhaustless wealth of mineral, vegetable, and animal productions, is reached by railway, and freedom of trade guaranteed, the whole of the million square miles now inaccessible and unmarketable is not worth a silver florin. But connect this teeming basin with the sea, make it accessible to European enterprise by a railroad, and this spacious area, with its river navigation of 5,000 miles, will be worth countless millions to your commerce. As it is to-day, even ivory, not the least valuable of its products, is not worth a venture. Such a large capital as would necessarily be required for this railway enterprise must be hedged round by securities and guarantees.'

THE SOUDAN.

"GENERAL GORDON in the same sense declares peremptorily that to reconquer the Soudan, and hand it over to the Egyptians without guarantees of future good government, would be an iniquity.'

"It is evident that we cannot secure them—that is, the Egyptians in possession of the Soudan—without an inordinate expenditure of men and money. Therefore the Soudan is a useless possession to the Egyptian Government, ever was so, and ever will be so. They cannot govern Lower Egypt let alone the Soudan. To give the Soudan up to Egypt would, then,

be an iniquity. As it is to-day—separated from civilisation by 280 miles of desert, too large, much too large for Egypt to govern, no one Power or organisation stepping forward with right method of government; far removed from any base of supplies, isolated by its desert on the east from the sea, by an illimitable territory toward the south, millions of barbarians to the west, the seat of authority being 1,500 miles northward—the sacrifices necessary towards securing a good government would be far too onerous to admit of retaining the Soudan. In brief, the whole of the Soudan, large as it is, burdened with such impracticable conditions, is not worth a silver florin.

GENERAL GORDON ON THE SUAKIN-BERBER RAILWAY.

“Adhering strictly to General Gordon's own words, the above is what he would have uttered had he lived to elaborate his ideas. For in 1882 his opinion was as follows:—

“Speaking from a long experience in the Soudan, I feel convinced that until such a communication is made no real progress can be reckoned upon in those countries. Their being so near Egypt proper and yet so backward as they are is simply owing to the great difficulty existing in getting to and from them to the Red Sea. A belt of arid sand of 280 miles separates them from civilisation, and till this is spanned no real progress can be made. There can be not the least doubt but that the route Suakin to Berber is the true-natural route to be opened. Had this route been opened when I was in the Soudan it would have been infinitely more simple to have governed those countries. The hidden misery of peoples in the dark places of the Soudan exists because no light is thrown on those lands, which light this railway would give; and it is certain, when it is known that the railway is completed, an entire change will take place in the whole of this country. As long as the present state of affairs (with no communication) exists there will be revolts and misery, and this will entail the expenditure of many thousands per annum. I conclude in saying that the railway is a *sine qua non* for the well-being of the Soudan.’

“Doubtless elsewhere, in letters to his friends, he has used strong terms which pieced together, would present the fixed views he entertained; but the above is sufficient, if Gordon is quoted, to prove what Gordon really meant.

MR. STANLEY'S VIEW.

“For my own part, I echo every word of the above. The Soudan is not worth a penny without a railway, any more than the basin of the Upper Congo is. The people have been persecuted enough. Ever since Mehemet Ali conquered it began the development of that ill-feeling to Egypt of which the efforts of the mystic Mahdi are the outcome. To conquer him, and suppress this outbreak of fury, you only need to construct the railway; but to restore the people to a life of peace you must drop the words ‘tax,’ ‘courbash,’ ‘compulsion.’ Give them rest. A few of your Indian Goorkas or West Indian soldiers will be enough to garrison Suakin, Berber, and Khartoum. Double the sum people proposed to give Zebehr Pasha, and distribute it judiciously among the principal Sheikhs; avoid interference with their domestic affairs; let trade grow under this benevolent *régime*; tax that trade, or rather the outgoing produce at Suakin, and nowhere else; and in a year or two after the cessation of hostilities you will be convinced of the wisdom of this policy. Give it at least five years’ trial, and if no genius rises of English blood to rule the Soudan with the white wand of peace, lift up your rails off the track and begone, and seal it for the silence of ages, holding Suakin and Assouan only.

"GENERAL GORDON further says :—'Few men can stand its fearful monotony and deadly climate.' These words must also be taken in the sense he meant them to bear. What could have been more monotonous, more deleterious to health than the oppressive conviction that he was the sole European in all that boundless region, charged with a duty which in his inmost soul—under its present dismal conditions—he felt to be almost hopeless? Brooding upon the vastness of his task, conscious of his utter isolation, in the struggle against that bitter pest of Africa, the SLAVE-TRADE, day after day viewing only an increased measure of work, far removed from any help, if help he should need, a constant victim to his own large conscientiousness that the work should be done at all hazards, burdened with a knowledge of his own physical weakness, attacks of *angina pectoris* more and more frequent, what wonder that he should exclaim on the eve of his departure to the Soudan, or fresh from the miseries he endured for five years, Few men can stand its fearful monotony and deadly climate.

"But, physically we akas he was, his own long residence in the Soudan is a proof that the phrase is only to be understood when taken in connection with the present isolated condition of the Upper Nile banks. The knowledge that a man was only 48 hours from the sea, in case of illness or accident, would enable any one to view the Soudan in a more favourable light."

COMMENTS BY THE EDITOR OF *The Times*.

"We publish to-day an interesting letter from MR. HENRY M. STANLEY, dealing with some observations made by GENERAL GORDON upon the Soudan, of which a good deal has been made by people who do not usually pay much deference to his authority. GENERAL GORDON was a great deal too sure of his internal consistency to be much exercised about apparent contradictions between partial statements made at different times and in different circumstances. His opinions about the Soudan are not to be inferred from a single passage torn from its context of facts if not of words, but rather from collation of his different utterances, and even more from a consideration of the actions which were his true mode of expression. MR. STANLEY undoubtedly presents the deliberate opinion of the man whose heart bled for the people of the Soudan, and shows in what way we must interpret a cry of despair over a task which without communications with the civilized world is too great for any man or any number of men. The Soudan is a desperate problem only so long as it is attacked in the wrong way. It cannot be pacified by troops marching hither and thither, fighting battles, disorganising such economy as it possesses, impoverishing the people, and identifying civilisation only with loss, destruction, and interference. But if we present civilisation in another guise, if we offer to these keen traders new outlets for their produce and bring within their reach the industries of Europe, making it clear to them that no Egyptian shall use the courbash to enforce his unjust demands, and that no Englishmen shall seek to force them into his cast-iron system—then there is not the smallest reason to doubt that the natives of that region will prove as tractable and governable as those of other districts happily opened up to a growing civilisation. Make a railway to annihilate that belt of barren desert along the Red Sea coast, was GENERAL GORDON's demand, as it is now MR. STANLEY's confident prescription. We cannot doubt that it is a wise and efficacious one. For a time it will, no doubt, be necessary to stand on guard and to enable the tribes to understand that locomotives can bring them other things than soldiers and machine guns. But the time will be shorter than some may now think, and at all events it must be admitted that the other plan has had a pretty good trial and with very poor results. The railway

is necessary on military grounds, but if we want to facilitate the task of making and maintaining it, we must convince the people that it will remain to minister to their social and commercial wants. Every day shows more and more clearly that our present methods are inadequate. We hear of a spread of the insurrection to Arabia on one hand and to Tripoli on the other. The Mahdi, we are assured, draws money and supplies from both quarters, and his movement will extend in both directions. No one can think of the great belt of fanatical Mahomedanism stretching across Northern Africa and far into Asia without seeing that such an extension is only too probable, and, indeed, inevitable. To fight and run away is daily becoming more impracticable, and it is at least time to try whether to organise and develop would not be a more successful policy."

MR. H. M. STANLEY ON THE MEMORIAL TO GENERAL GORDON.

MR. H. M. STANLEY, the celebrated African Explorer, discusses in the *Pall Mall Gazette*, of March 7th, *A proposed Gordon Association for the Nile*, formed on the basis of the new Congo State. He considers that such an Association might be formed, but that the first and indispensable requisite is the construction of a railway from Suakin to Berber. He believes that amicable treaties might be made with the different Arab chiefs on the Upper Nile, and that after a few years the Association would be self-supporting. The following question was put to Mr. Stanley :

"Then you would leave the Soudan to the Soudanese, recognise every sheikh or local chief who would enter into pacific relations with you, the Mahdi included, and merely act as an impartial riverain authority for the prevention of disputes, the settlement of differences, and the maintenance of a free river road to the heart of Africa?"

This is his reply :

"That is it. Trade will come fast enough if the railway is made. It is the lack of a railway that cripples our work on the Congo. We cannot get large enough steamers built above the cataracts to enable us to bring down the cattle and the millions of hides which are a drug in the market of the upper waters of the Congo. But the association that administers—the Peace Association, I may call it—should not enter business itself. It should govern the Nile, but it should be impartial between the natives and the traders. A Commercial Association might also be formed that would take over and work the railway and develop the commerce of Equatorial Africa, but it should be subsidiary to and independent of your Peace Association.

* * * "Do not hurry. Form your Association, found it on sound principles, place it in good hands ; plant it carefully at Berber, and let it grow. At first it will need support from without, and the memory of the war will not soon be effaced. But give it time, and your Association may achieve great things. Look at the Congo. We began in 1879. What obstacles we had to overcome!—foreign jealousy, trading competition, native suspicion. We have lived all that down. Now our Congo State is formally recognized, and its authority is supreme over 5,000 miles of navigable water. And you see we are friends with all the world."

THE BLACK RACES OF THE SOUDAN.

A WRITER who knows the Soudan, commenting upon Mr. Stanley's scheme, gives an interesting description in the *Pall Mall Gazette*, of March 10th, of the distinct Arab and black races. The Arab portion of the Soudan does not extend further than 13° or 12° north—some 300 miles beyond Khartoum. "Beyond this the Blue Nile branches out into Negro and Galla countries. Beyond 13° or 12° south the White Nile is lined by Shillook negroes. It then branches out, and the basins of its three great branches—the eastern, the western, the central—are all absolutely and entirely negro countries. In these negro countries the people are as easily led, as glad of European friends, as witless of guns and of the small worth to us of £10, as the negroes on the Congo. Moreover, there are several respects in which a Peace Association here would find the field a more promising one than the Congo. On the Congo the natives do not feel the need of protectors as they do on the Upper Nile. They have not all been exposed for the best part of the last thirty years to the deep-reaching inroads of Slave-hunters. Now, from Gondokoro (Lado) and Duffle to the west of Dar Fertit and over into the head waters of the Lake Tchad rivers, and far up the Sobat and in South Kordofan and on the Blue Nile, the Nile negroes have been so exposed. Not a tribe there but knows that it may and probably will be their turn some day to be hunted by the Arabs. This great fact explains why they have all so readily and gladly submitted to the rule of Gordon's two lieutenants, Lupton Bey and Emin Bey. They have done so, though no Englishman just now seems to remember the fact. Emin Bey's revenue has been coming in with great regularity for some years. Lupton Bey had £300,000 worth of ivory, all of it revenue, in his treasury in 1883. And all this was going on for a year or two after communications with Khartoum had stopped. Emin Bey's relations with the bigger chiefs were in 1883 growing more and more satisfactory. Lupton was doing more. He was going out to fight the Arab Slave-hunters at the head of enthusiastic native negro troops."

The career of Emin Bey has been sketched from time to time in our columns, and also that of Lupton Bey. Some twelve months ago we described Emin Bey's province, on the testimony of Mr. Felkin, as being cleared from the curse of the Slave-trade, and so peaceful that, were it not for wild animals, you might walk from one end of it to the other armed with no weapon but a stick. The writer continues:—

"It is here on the Upper Nile that the work lies which Gordon was hoping to accomplish. He met his death in an interlude which was but a sorry farce. But the aim of his life was not to govern the Soudan, but to stamp out the Slave-trade. To do that he tried to get to the source. To beat back the Slave hunter the negroes must be combined. * * * * *

"Gordon wrote to our Foreign Office in February, 1884: 'The King of the Belgians would like to have the Bahr GAZELLE and Equatorial Provinces if he can get them; and to take over the troops in them, too. This would settle the Slave-trade.' Shall we leave the King of the Belgians to do that?"

A PACIFIC INVASION OF THE SOUDAN.

BY AN OLD RESIDENT.

IN the interesting discourse of an "Old Resident," given in the *Pall Mall Gazette*, of February 26, the Suakin-Berber railway holds a conspicuous position. It is likely to prove the great pacificator, for, as the *Daily Telegraph* pithily expressed it, when General Gordon was starting for Khartoum, "*The best Governor-General which the Soudan could have would be a railroad from Suakin to Berber.*" We make a few extracts from the "Old Resident's" remarks, and heartily endorse what he says as to the opening up the country to legitimate commerce, for, though he does not say so, we know that this is the best means for putting a stop to the nefarious Slave-trade.

"You are going to spend ten millions in smashing the Mahdi at Khartoum, are you?" said the "Old Resident," "well, all I can say is you are making a very bad use of your money. Not that I don't think the Soudan is worth ten millions—quite the contrary—but if you are going in for the Soudan, the worst way of all is to spend that sum in killing your future customers."

The speaker then went on to explain how he would conquer the Soudan on sound business principles.

"But what do you mean by sound business principles?" "Before everything else, speak the truth. Make no promises that you will not fulfil; and let the people feel that they are dealing with Englishmen who cannot lie. That is the preliminary step. Having made up your mind to do that, then abandon all subterfuges about 'no responsibility,' and determine that you will not leave your allies to the vengeance of their enemies. Then you may enter upon the business with a good heart.

THE RAILWAY.

"The first step to be taken is to build the railway from Suakin right through to Berber. Without that railway you can do nothing: with it you can do anything. Until that railway is constructed you can neither evacuate Dongola nor pacify the country. It is the first step and the most indispensable. When the railway is made it places the Nile at Berber within twenty-four hours of English men-of-war at Suakin, and who holds Berber holds 2,000 miles of navigable water, stretching into the very heart of Central Africa. Run that railway across the desert and you will be able to hold in perfect security the whole of the intervening country, and the subsequent result will be incalculable. In making your railway, as in everything else which you undertake in the Soudan, the condition of help from the inhabitants of the country is that you are not going to abandon the territory over which you are going to advance. That is the *sine quâ non*. Go there, declaring that you are not going to clear out till the Greek kalends, and all the tribes will help you, supply you with camels, will do your navvy work, will trade with you and welcome you as their best friends. Go there proclaiming your intention of clearing out as soon as your own work is done, and every man in the country becomes your enemy. You are there in that case solely for your own purposes. You are there to-day: you will be gone to-morrow. Every man who helps you now will be a marked man after you are gone. Whether you go to Sinkat, or whether you go to Berber or Khartoum, the condition is the same. You must not come away: your authority must remain as far as your advance extends. Otherwise you will find the difficulties insuperable.

KEEP OUT THE PASHAS.

"If the first condition is the railway, and the second the permanence of your authority, the third is the exclusion of Egyptian and Turkish officials from the country. The rule of the Pashas sent from Cairo to the Soudan has left deep and bitter memories in the hearts of all the people. They loath the Turks, as they call them; and when you tell the people that you are going to conquer the country you must not have one red cap in your train. If you have as much as a single Egyptian they will imagine that you are going to bring the whole brood back again, and then they will treat you to the deserts of the Egyptians. But if you observe that condition you will find that when you announce that you are going to make the railway, that you are going to stop there for ever, and that you are *not* going to levy direct taxation upon the people (for that last is a most important point, as I will explain by-and-by), you will find the tribes all along the route of your railway only too anxious to trade with you.

LEGITIMATE TRADE.

"Instead of sending up the Guards and Sepoys, send up Manchester and Birmingham goods; make the sheikh of each tribe a present of a consignment of samples, tell him that there is more to follow from the same place, and that your object in opening up the country is to bring plenty of goods and sell them much cheaper than they have ever been able to get them before. You will find that you will have plenty of offers of labour then. The name and the fame of the English with their wonderful railway will spread through the whole of the land, civilisation will appear to be bearing down upon them on the wings of steam, and they will bow in homage before its omnipotence. The tribes who join the Mahdi having got all that he can give them will be on the look-out for fresh fields and pastures new. Khartoum will have been picked bare as a bone long before now, and the hopes of loot are over. Just at this time, then, if you follow the policy which I have ventured to press upon you, the discontented tribes hearing that the English with their steam horse are advancing across the desert with waggons full of the riches of Europe, and that, moreover, these goods are being sold in exchange for the produce of the country at lower rates than they ever remember having paid before, you will find the whole country at your feet, and the Mahdi will be only too glad to make any terms you please when his followers are deserting him. Wolseley and his men could then come out at once, and you will find yourself with a first-class railroad linking the Nile and the Red Sea together, and the whole of the tribes whom you are now doing your best to convert into your bitterest enemies animated with a burning desire to become your customers.

"Fortunately, no European Power has objected to the abandonment of the Soudan. They have recognized that its possession by Egypt any longer is impossible. It lies, therefore, in the hollow of your hand, to do as you please with it, and if you act on these sound business principles, you will find that you will have the Soudan at your feet without fighting a battle or conducting a campaign. But remember—no Turks, no retirement, and no direct taxes. You may tax indirectly as much as you please, but direct taxation, by which you enter a man's tent and compel him to pay money down, is that which they abhor, owing to the extent to which it has been abused by the Egyptian tax gatherers. And if you have ten millions to spare over the Soudan, the interest upon that money will go a long way towards defraying all the expenses of the very simple administration which you require."

THE SLAVE TRADE IN THE SOUDAN.

MISSIONARY effort laid the first stone of the edifice of civilised Central Africa, which we see being built up now by many nations. Livingstone was the great pioneer. Then came Stanley's splendid rescue, and later his memorable adventure of discovery initiated by ourselves in union with a distinguished American contemporary. The King of the Belgians took up the work, and he has had the satisfaction of seeing France, Portugal, and Germany fired by his example and following in his track. It must be remembered that the opening up of the whole Congo to trade will strike a great blow at the Slave-traffic. In the far interior man is the only article of commerce, and he is hunted down to be sold to the white traders, who meet the black hunters at certain points of the coast or on the great streams. When Gordon was going to the Congo, as agent for the King of the Belgians, his chief hope was that he would choke this infamous business at its source. While he ruled the Soudan he was surrounded and thwarted by the Slave-dealers, who saw in his war against the system not only an assault on their pockets, but an insult to their religion. For, though Mohammedanism as a faith is a great step in advance for the Africans whom it converts, it brings one curse with it—the right to hold and therefore to hunt Slaves. To supply Mussulman families in Egypt, Arabia, and all Turkey with household drudges the interior of Africa is made a hell. Gordon on the Upper Congo would have regained touch of the southern fringe of the Soudan, and his intention was to teach the negroes their rights—to place arms in their hands and bid them fight the Arab Slave-dealers who had long hunted them down. Unhappily for England and the world, he was diverted to, and deserted at, Khartoum: a noble life that might have redeemed Africa was lost through red-tape delays and the cupidity of a traitor. Men talk of his monument. What could be fitter than the rescue of millions from the greatest source of acute misery still existing in the world—the internal Slave-trade of Africa? The foundation of the Congo Free State will be the beginning of the work: but whoever rules it, England should be its helper, its protector, and its friend. It was an old Pagan custom to kill hundreds to appease the manes of a dead chief. Let it be our Christian task to liberate millions in honour of the hero we have lost.—*Daily Telegraph*.

With the railway open from Suakin to Berber, and boat traffic from there to Khartoum, we should be able to open the whole of this vast region to our traders, while we should be fulfilling the best traditions of our race by stamping out the Slave-trade. With the Mahdi's claim as prophet overthrown, and his fanatic followers dispersed, we may assume from the experience of the former years of General Gordon's dictatorship that we should meet with but little opposition to our rule, while we might expect that the expenses of government would soon defray themselves from the great and hitherto undeveloped resources of the country.

One more point. Let us bear in mind that while we denounce, and most justly denounce, the hideous cruelties of the Slave-trade, much of this odious traffic takes its rise from the inarticulate desire of vast masses of the human race, cut off from all possibilities of trade, to bring within their reach the luxuries of a greater civilisation. They seek for trade, but having no other medium of exchange, they are tempted to deal in one another. It is said that the introduction of the pig into New Zealand had much to do with the decline of cannibalism in that island. May we not equally venture to hope that in its turn the introduction of cotton yarn into the Soudan may, while bringing commercial advantages to us, eventually produce the decay of Slavery in those regions?—*Pall Mall Gazette*.

THE CORVÉE IN EGYPT.

(FROM *The Times*).

CAIRO, February 24th, 1885.

By the Egyptian law the entire male population of Egypt, with certain exceptions, are liable to be called upon to serve in works of common utility. The exceptions are, however, so important as practically to amount to an unjust exaction on the poorer classes of fellaheen. From the *corvée* are exempt the labourers on lands belonging to the Daira, the Domains, the Wakfs, as well as all large proprietors. COLONEL SCOTT MONCRIEFF, seeing the necessity of a change in the law, has presented to the Government a proposal for the redemption of the *corvée*, and in its main points that proposal has been approved by the Council of Ministers.

The report in question draws attention to the present state of the *corvée* question, which is such as to cause grave anxiety; the burden, which would not be heavy if borne equally by the whole agricultural community, becomes intolerable when borne almost wholly by the poorer fellaheen, produces just and serious grounds of discontent, and cannot be allowed to continue. Moreover, the *corvée* system which it was possible to enforce by the kourbash, becomes impossible under the milder *régime*, and the peasantry refusing to work can no longer be forced to do so by the governors of the provinces, with the result that the clearance of the canals is imperfectly performed. In the time of Mehemet Ali it was estimated that one-fourth of the population, as determined by census, working forty-five days yearly, would be sufficient to effect the necessary work, but it was subsequently decided that one-eighth of the population working ninety days was a more convenient arrangement. This number, if really so employed, would be amply sufficient, and even a smaller number would suffice; but owing to the fact that a large proportion of the agricultural population furnish no labour the burden falls on the remainder with extreme severity. Instead of one-eighth of the population working ninety days, a much larger proportion is employed in the poorer districts for 180 days. As an example, one district has an area of 140,000 acres of cultivated land, but of this 16,000 are owned by the Wakfs and 37,000 by large proprietors, neither of whom send a man to work at *corvée* nor pay ransom money. Of the remaining 87,000 acres, 53,000 are owned by the Domains, who also are exempt from sending men, but pay ransom money (which, by the way, is practically paid by the State). From the remaining 34,000 acres, one-fourth of the population, numbering 3,500, have to work for 180 days yearly.

COLONEL SCOTT MONCRIEFF proposes, first, that those whom the law exempts from sending labour should pay instead ransom money, at the recognised rate of £1 5s. on one-fourth of the male population between the ages of 15 and 50, thus only carrying out the existing law, which the rich evade. Secondly, that as a preliminary to the substitution throughout Egypt of paid for forced labour the experiment should be tried in one province of giving the option of personal labour or ransom money. As the latter is difficult to assess, it is proposed to treat it as a rate on land, never to exceed 2s. an acre. The new rate to be kept totally distinct from general revenue, to be employed for the benefit of the province whence collected, and solely on the following works:—Maintenance of canals, drainage, Nile embankments, construction and maintenance of district roads not railroads. The difficulty that the privilege granted to one part of the country would tend to breed discontent elsewhere is fully recognised by Colonel Scott Moncrieff, but he is of opinion that the present system cannot be maintained, and that therefore the difficulties

likely to arise in passing through a transition state must be faced. He maintains that there is nothing in these difficulties with which the Administration is unable to cope, and with *corvée* ransom canals will be better kept for the future.

The Congo.

SINCE our last issue the Conference, which has for some months been sitting at Berlin, on West African Affairs, has concluded its business, and the *Actes* agreed to now only require ratification by the various Powers. Although we cannot endorse with full approval the terms of every one of the separate *Actes* of the Conference, we feel glad that the difficulties, which at one time appeared insuperable, have been so far overcome that the Association possesses a water way to the interior, free from the restrictions of hostile tariffs. At the same time, we cannot pretend to be pleased at the large extent of territory given over to Portugal. Neither are we much better pleased to see the very large slice bestowed upon France. We think that this will produce some difficulty hereafter, as regards the Slave-trade.

It will be remembered that in November last a small deputation of the Anti-Slavery Society waited upon Earl Granville, with a view of urging that the opportunity should be taken at the Conference to assimilate the Slave-trade to piracy. Earl Granville and Sir Julian Pauncefoot very cordially entered into the views expressed by the Society. Sir Edward Malet, the Representative of England at the Conference, received instructions to bring the Slave-trade question fully before the Powers, and in the discussion of this matter he was ably assisted by Sir Travers Twiss, the eminent authority on International Law. In the absence of Parliamentary Papers upon the subject, we reprint from the *The Times*, of 27th February, the Declaration relating to the Slave-trade:—

"CHAPTER II.

"Declaration relative to the Slave-trade.

"Article 9.

"Seeing that trading in Slaves is forbidden in conformity with the principles of International Law as recognised by the signatory Powers, and seeing also that the operations which, by sea or land, furnish Slaves to trade ought likewise to be regarded as forbidden; so, therefore, the Powers which do or shall exercise Sovereign rights or influence in the territories forming the conventional basin of the Congo declare that these territories may not serve as a market or means of transit for the trade in Slaves, of whatever race they may be. Each of the Powers binds itself to employ all the means at its disposal for putting an end to this trade and for punishing those who engage in it."

Whatever may be the effect of this declaration outside the territories of the Congo, it is very satisfactory to know that the Powers have all bound themselves to suppress the Slave-trade in those regions. This is certainly a step in the right direction. We annex Minute of Anti-Slavery Society:—

THE BERLIN CONFERENCE.

COPY of Minute passed at a Meeting of the Committee of the BRITISH AND FOREIGN ANTI-SLAVERY SOCIETY, held on the 6th of March, at the Offices, 55, New Broad Street, ARTHUR PEASE, Esq., M.P. (*President*) in the chair:—

"The close of the Conference at Berlin and the passing of the final Declaration respecting the Slave-trade having been discussed by the Committee of the British and Foreign Anti-Slavery Society it was unanimously *Resolved*:—That the thanks of the Committee be presented to Her Majesty's Government for the manner in which they instructed the British Minister at Berlin to urge upon the Conference a united action by the Powers for the suppression of the Slave-trade within the jurisdiction of the International Association of the Congo: and especially for the part they took in obtaining the solemn declaration by the Powers that, according to the principles of International Law as recognised by them, the Slave-trade and the trade which supplies it with Slaves are alike prohibited.

"The Committee desire specially to record their obligation to the Right Honourable the EARL GRANVILLE, K.G., for the energy with which he has supported the views of the Anti-Slavery Society on this question.

"Signed, on behalf, and by order of the Committee,

"CHAS. H. ALLEN,
" *Secretary.*"

MR. STANLEY ON THE CONGO TREATY.

(Reprinted from *The Standard*, 3rd March, 1885).

It may be as well at the outset to recall the fact that the Association, although mainly supported and promoted by the King of the Belgians, is in no sense a purely Belgian enterprise, but, as its full title implies, is an International undertaking, not carried out for the benefit of any country in particular, but aiming at the civilisation of an enormous tract of the African Continent, which will be free to the commerce of all. Some time ago, it will be recollected, the British Government entered into a provisional engagement with Portugal, under which that country would have obtained possession of both banks of the Congo at the mouth of the river, an arrangement which—as past experience of Portuguese attempts at colonisation have proved—could hardly have failed to be productive of disastrous consequences to the welfare of this portion of Africa. The urgent protestations of the Chambers of Commerce all over the Kingdom, and the evident disinclination of the House of Commons to ratify the Provisional Treaty, induced the Government to withdraw from the position it had taken up, and since that time no more has been heard of the matter. This question, amongst others, has been settled at the Berlin Conference, where it was decided that the Association should have that free access to the sea which is essential for carrying on its work.

AREA AND EXTENT OF THE NEW FREE STATE.

The boundaries of the Free State comprise, roughly speaking, an area of about 900,000 square miles, and it is therefore about four and a half times the size of France. Of this vast region, Mr. Stanley says, 600,000 square miles are of unsurpassed fertility, and the remainder less valuable but still of excellent quality. The territory comprises over 4,000 square miles of lakes, besides nearly four thousand statute miles of navigable rivers.

A RAILWAY FOR THE CONGO.

In all the long distance of 4000 miles the only important interruptions to the free passage are the Stanley and Lubilash Falls, and to obviate all obstacles presented by the river it is proposed to construct a railway 147 miles long, of which 52 miles will run between Vivi and Isanglia, and 95 between Manyanga and Leopoldville. This is the chief work immediately before the Association, and the undertaking will be commenced as soon as the engineers, who are going out in a couple of months, have surveyed the proposed route. The cost is estimated at about 3,000*l.* per mile, so that in round numbers, allowing for plant, a capital of about half a million sterling will suffice. In the first year after the opening Mr. Stanley believes the railway will pay not less than 20 per cent. to the Shareholders, and, even allowing that this may be a sanguine estimate, he has no doubt that the Association will be ready to guarantee 5 per cent. on the Shares. When the line is made it will be the means of opening up a vast region, containing, according to the lowest calculations, not less than 30,000,000 of inhabitants.

THE GOVERNMENT OF THE NEW STATE.

Of course, this great country will have to be governed and administered; but no plan has yet been formulated, although it is understood that a Constitution is now under the consideration of King Leopold and his advisers. The report that Mr. Stanley has been appointed Governor General is altogether premature. He has not decided whether he will even go back at all when his furlough expires in June next. Mr. Stanley's title has hitherto been that of Chief of the Expedition, and some time ago he was anxious to demit a portion of the responsibilities attached to the post. It was on his application that the King of the Belgians invited General Gordon to go out and administer either the Upper or the Lower Congo region, whichever might be agreed upon between himself and Mr. Stanley, and Gordon, as is well known, was on the eve of starting when he was sent by the British Government to Khartoum. He had already sent thirty-five boxes of provisions and equipments, and these reached Mr. Stanley a little time after he had hoped to welcome the consignor himself. In the General's place King Leopold sent Colonel de Winton, who assumed the administration of the Lower Congo, and to whom authority over the whole country was resigned by the Chief of the Expedition when he started for Europe.

THE COMMERCIAL FUTURE OF THE CONGO STATE.

Respecting the commercial future of the Free State Mr. Stanley speaks in glowing terms. In gauging the probabilities he reasons from the analogy of what has been done on the West Coast already. Taking the coast line from Gambia to St. Paul de Loando, he points out that every place which offered any promise of trade has been made the settlement of factories, which carry on a trade to the extent of 32,000,000*l.* yearly. The interior must of necessity offer a far larger field. As we have said, the Congo affords 4,000 miles of navigable waterway, and on either side stretches a country of the most exuberant fertility. Palm oil, rubber, gums, coffee, copper—already smelted by the natives—ivory, camwood and orchella weed (both valuable for dyeing purposes), palm fibre, and hides are amongst a few of the chief articles of native trade, and there are besides vast areas covered with the most valuable timber, such as ebony, mahogany, *lignum vitæ*, teak, and redwood. Immediately adjacent to one station alone—Lukolela—Mr. Stanley calculates that there are 30,000,000 cubic feet of timber which will command the highest prices in the European market when the railway is made, and means

of transport thus afforded. All kinds of European vegetables will grow luxuriantly, and both sugar and cotton are indigenous to many parts of the country. At present the labour and expense of carrying these products from the interior to the sea are so great as to practically prohibit commerce. The 147 miles of railway which Mr. Stanley hopes to see constructed in the course of two or three years will change all this by bringing the interior and its wealth into direct communication with the sea. An idea of the facilities for transport which will be afforded may be gathered from the statement that a person may, if the project is carried out—of which there can be no doubt—take ship at Liverpool and land at Stanley Pool without having had occasion to walk more than two or three miles during the whole journey. There will be nothing for him to do but to make changes from the steamers to the trains. Naturally, the new markets opened to them will incite the natives to pay greater attention to the cultivation of the land.

HOW THE CONGO NATIVES WORK.

The suspicion and dislike with which they regarded the white man when first the Expedition commenced operations is being gradually broken down. At first it was next to impossible to get them to work for the settlers on any terms. But now, having found that they will be fairly paid and well treated, they are as eager to proffer their services as they were formerly reluctant; and long before Mr. Stanley left, every month many hundreds of natives used to come from long distances to the Vivi station in order to get work in carrying loads to Stanley Pool, a distance of 235 miles. Large numbers of them, too, came down the confluent of the Congo in canoes carrying ivory, of which there have been collected at the Pool as many as 2,000 tusks at a time, awaiting sale. The supply of ivory must naturally be a diminishing quantity, inasmuch as the elephants are killed faster than they are propagated, but Mr. Stanley does not think that this source of revenue will be exhausted for many years. The Zanzibaris, he observes, have been hunting assiduously for the past eighty years up as far as Lake Tanganyika, and yet the supply shows but little sign of falling off. The greater part of the Free State is new country, and should be the paradise of sportsmen, containing as it does enormous numbers of elephants, lions, buffaloes, hippopotami, crocodiles, antelopes, water bucks, lynxes, and many other species of animals. Of the vegetable wealth, only those who have been in the Tropics can form an adequate conception. Mr. Stanley has passed through one forest in which, for a distance of 80 miles, the trees were literally veiled with the valuable orchella weed, and, what is more important, wheat and rice have only to be planted to ensure their luxuriant growth.

REQUIREMENTS OF THE NATIVES.

The wants of the natives are still more varied than their own products, and there is scarcely any branch of European industry which may not expect to benefit by the opening of this vast market. Cotton goods, blankets, crockery, muskets, gunpowder, hardware of all kinds, and cheap finery of every description are but a few amongst the goods in constant demand amongst them. The Expedition alone barter away over three millions of yards of calico every year; and at the Dutch factory at Benana the quantity of cotton cloth usually kept for a month's consumption only is over four millions of yards. And this trade, it must be remembered, goes on although nothing like a quarter of the estimated 30,000,000 of population are able to obtain access to the stations. As they come more into contact with civilisation their requirements will naturally increase, so that Mr. Stanley's

expectations seem very far from being too sanguine. Reverting to the subject of the railway, he pointed out that the project was not one for building a line haphazard, or one which * * * will be of little or no use except as a means of communication between the two towns which it is to join. The West African line will run through a country every mile of which will contribute to its traffic. The engineering details present no difficulties. There is no tunnelling to be done, nor will land have to be bought, and labour will be got at the cheapest rates. Possibly it may be decided for the present to lay the line only with a three foot gauge, but Mr. Stanley believes that the traffic would soon justify a permanent widening. When it is finished the railway will enable the whole of the Congo, with the exception of the Falls, to be utilised, and the work of the Association may then be carried on up to within one degree of the Indian Ocean. Finally, he explained that to obtain revenue for the purposes of administration it may be decided to levy small export duties, but otherwise the whole trade of the country will be free.

SLAVERY IN INDIA.

WE have received the following letter from our esteemed correspondent, Mr. JUSTICE SCOTT, of Bombay, and are glad to find that the views we have long advocated, as to the desirability of applying the law, which has been found to work so successfully in India, to the administration of Egypt, is supported by so eminent an authority as our correspondent.

"High Court, Bombay,

"February 18, 1885.

"Dear Mr. Allen,—You will be interested in the enclosed paragraph from *The Times of India*, Feb. 18th, 1885. Some Slave traffic still goes on in the Native States of India, and it depends for its supply on the smuggling of Slaves through the ports and territory of British India. One is very glad, therefore, when a case is discovered, and an example made—though of course, as regards the present accusation, it has yet to be proved at the Sessions, and may turn out to be unfounded.

"Our Penal Code is severe enough, and it is applicable not only to our own subjects, but to those of any Native Prince, and as much to an offence committed on the high seas as on the mainland of India.

"It punishes with ten years' transportation any kidnapping for the purposes of Slavery; the buying or disposing of any person as a Slave is punished with seven years' imprisonment; whilst transportation for life is the punishment for habitual Slave-dealing.

"The general law as regards Slavery in India is contained in a brief Act of four Sections, passed in 1843.

"The first section prohibits the sale of any person, or of the right to his compulsory labour. The second prohibits the enforcement of any rights arising out of alleged property in a person as a Slave. The third forbids any claim to take possession of property on the ground that the actual owner of it is a Slave. The fourth declares any act which would be penal if done to a free man equally penal if done to a person alleged to be in a state of Slavery.

"I hope this Act, which thus in a few words completely abolishes Slavery as a legal status, will be adopted in Egypt, as soon as the native Courts are placed on a satisfactory footing. Anything done there, or in any of the dependencies of Turkey, attacks the very root of the institution.

"Yours very truly, J. SCOTT.

"Pray make use of this letter as you like.

"The death of my friend General Gordon has been a great sorrow to me, as I know it must have been to you."

ENCLOSURE IN JUDGE SCOTT'S LETTER.

AT the Fort Police Court yesterday, an Arab, named Julani bin Mahomed Suleiman, was charged before Mr. Ryan with importing a Slave into the country for the purpose of selling him. The Slave, a little African eunuch, named Tahsin, of about six years of age, was bought by the accused at Mecca for 200 dollars. The Slave and his master embarked at Jeddah on the steamship *Bonnington*, and sailed for Bombay on the 23rd of January. On board the steamer the Arab Slave-owner met a pilgrim broker, named Essakhan Mahomed Jan, and in an unguarded moment confided to him the good bargain he had made in buying the boy, and also told him of his intention of taking the *Seedee* to some native State, and of there selling him at great profit. The steamer arrived in harbour on the 3rd instant, and as soon as she anchored, Essakhan, the pilgrim broker, went ashore, repaired to the house of Mir Abdool Ally, the chief detective, and laid an information against the accused. The accused was arrested in a coffee-house, and shortly afterwards he gave up the boy.

The defendant said that he had bought the boy with the intention of giving him his freedom. He had no children, and he had intended the African lad to supply the place of a child. The accused was committed to the High Court, to stand his trial at the ensuing sessions. The boy did not seem to have any idea as to who his father or mother was. He remembered first having seen the accused in Mecca, whither he had been taken from Jeddah by a *dulal*. He was treated well on the ship by the accused when coming to Bombay.—*Times of India*.

CUBA.

(By J. V. CRAWFORD, ESQ., *late Her Majesty's Vice-Consul at Havana*).

FROM official, as well as from private sources, we learn that the emancipation of the Slaves, or "patrocinados," as they are now called, progresses steadily and satisfactorily.

The number of Slaves at present in the island is estimated to be under 80,000, of whom one-third will be declared free by lot in May next, and it is probable that through other manumissions by purchase, by gift, and other causes, the total number of Slaves actually serving at the end of this year will not exceed 40,000. By that time the market value of the remainder will be so small, and their bonds so slight, that their servitude will be almost nominal, as, in the majority of cases, owners will not find it to be to their interest, nor indeed in their power, to rigorously enforce their rights on estates where they must, from the force of circumstances, employ simultaneously free and Slave labour.

So slight is now the power of masters, and so small the value of Slaves, that the latter can at present demand their liberty on payment of 92 dollars gold for robust males, and 90 dollars (£18) for females, which prices decrease in a ratio corresponding to their unexpired term of servitude.

By economising their monthly wage of three dollars, and with the aid of the coloured free clubs and individuals who help their brethren, it is not difficult for them to purchase their freedom. There is nothing likely to interfere with the legal and progressive accomplishment of the laws for the abolition of Slavery in Cuba. The interests of the coloured races in the island are closely watched and cared for by several Anti-Slavery journals, particularly by one called "La Espano," and if, in the disputes between master and Slave, the Government officers may at times be influenced, and act partially, there are too many hostile forces near to give them much scope for injustice.

Some 60,000 Chinese and many Spaniards and Canary Islanders are actually working as field labourers, and compete well with the blacks.

The average yearly crop of sugar-cane yields between 500,000 and 600,000 tons sugar, showing no diminution, notwithstanding the outcry against abolition of Slavery, but the very low prices realised last year, which did not cover over three-fourths of cost of production, have ruined many of the planters, and the fact of their inability to pay expenses will probably induce them to liberate their Slaves, thus accelerating the cause of freedom. The law fixes the year 1888 as the period when apprenticeship must cease altogether, but, owing to the circumstances above mentioned, it is generally believed that the total emancipation of the Slaves in Cuba will be accomplished by the end of 1886.

The immediate prospect thus presented to us of the final abolition of Slavery in Cuba is very welcome, circumstances more than legislation having tended to bring it about sooner than was expected. Had the Spanish Government adopted and enforced the plan of gradual emancipation suggested by the Cuban Commissioners in 1866, the abolition of Slavery would have been effected years ago without detriment to the island. The owners would have been handsomely indemnified without taxing the Royal Treasury, and all the evils, bloodshed and burdens of the insurrection, which lasted from 1868 to 1878, would have been averted.

BRAZILIAN SLAVERY.

RIO DE JANEIRO, March 8th.

"THE new Parliament, which has been returned after an appeal to the country on the Slavery question, was opened to-day by the Emperor, who, in his speech from the throne announcing the presentation of a Government bill for facilitating the emancipation of Slaves, commended the measure to the earnest consideration of Parliament in the following terms:—

'The present extraordinary session has been decided upon through the necessity of resolving on measures regarding the Government Bill that has been framed for the purpose of gradually abolishing Slavery in our country, in consonance with the wishes of all Brazilians and in such a manner as to call for the least possible sacrifice and to cause the least embarrassment to the productive power of the country. You will certainly respond to that need with the greatest concern. In your wisdom you will moreover acknowledge that it is of the utmost importance to devise means that shall insure that tranquility in the country which is necessary in order that the substitution of the Slavery element should be fully completed.'

The Parliament that has just assembled in Rio de Janeiro is admittedly bound to do something towards fighting out the question as to whether Slavery shall continue to disgrace the Christian Empire of Brazil. Already signs of the coming battle are seen in the political sky. A fierce struggle is taking place over several disputed seats in the House of Deputies. Our good

friend Joaquim Nabuco is one of those whose seat is contested, but we trust his election will be confirmed. His eloquent voice will be a power for good in the Legislative Assembly, and will, we know, be uplifted in the cause of human freedom, to which he has devoted his life.

We await the result with some anxiety and much interest. Meanwhile our readers may study with advantage the following letter on the subject of *Emancipation in Brazil*, forwarded to us by a correspondent in Rio.

"The history of African Slavery in Brazil is a long story of wrong and cruelty which began soon after the first settlement of the country and has continued to the present day. Until the year 1825 its history is almost exactly the same as that of the Slavery which existed in the Southern States. In the year 1831, because of the pressure brought to bear by the British Government, the Parliament passed a law declaring all Africans free who should thereafter be landed upon Brazilian shores against their will. But the law was not regarded by the Slave traders and it is estimated that fully 350,000 negroes were landed in the country and sold into Slavery after the passage of the law. Finally, however, in 1851, because of the diligence of British cruisers in running down the Slave-ships, and because it was no longer profitable to pay the high prices asked by the traders who risked everything to bring the Slaves hither, the law was enforced. Thus the traffic in Slaves was stopped.

"The emancipation of the four millions of Slaves in the United States in 1863, by Abraham Lincoln, aroused some public sentiment in Brazil against the wrong and evils of Slavery. An Abolition party was formed which at once gained considerable political influence. The result was that a law was passed in 1871 declaring free all children born of Slave mothers after the 28th of September of that year, but requiring such children to serve their mothers' masters until they were twenty-one years old. So that twenty years, from 1831 to 1851, were spent in a struggle against the traffic, and then another twenty years from 1851 to 1871, in a struggle against the extension of Slavery beyond the present generation.

"Satisfied with what they had accomplished the Abolitionists did little in the interests of their cause for several years after the passage of the law of 1871. It is only within the last five years that they commenced the effort to destroy the institution itself by full and complete emancipation. Their methods have been peculiar. Wherever the cause found sympathisers Abolitionist societies were formed. They had for their object to awaken a public sentiment against Slavery and to raise money to purchase the freedom of Slaves. They induced some Slave-owners to give liberty to their Slaves and others to bequeath it in their wills. By these means chiefly, but aided to some extent by the public emancipation fund which was created by a law of 1871 imposing a tax upon every Slave transferred from one province to another, the Province of Ceara was able to announce on the 25th of March, 1884, that it had no more Slaves in its territory. The Abolitionist societies everywhere celebrated this event and it has given a great impetus to the movement. Already the example of Ceara has led several districts in the city of Rio de Janeiro to liberate all their Slaves, and it is only a question of a few weeks or months until the entire city and several more provinces will be free in the same way. At present the Abolitionists seem to be carrying the country by storm and the more hopeful of them see complete and peaceful emancipation in the near future, and as a result of this remarkable movement. But let us take a look at the other side.

"The institution of Slavery has grown up with the country and it is like a monster which has fastened its claws into the heart and vitals of the nation. It has been growing for three hundred years and it is a great and haughty power, stronger than the State itself, which for years has held all officials from the Emperor down, senators and judges, priests and people in its iron grasp. A Slave aristocracy has arisen which has been nursed on Slavery, cradled in Slavery, lived on Slavery, and all its hopes are centred in its continuance, and it will not yield before what it regards as a mere gust of sentiment awakened by a few fanatical Abolitionists who have nothing to lose by emancipation. It holds 1,200,000 Slaves in a bondage more cruel than Mrs. Stowe ever pictured. It has more than 500,000 Slaves engaged in the cultivation of coffee, and upon coffee depends all the business of the country and to a large extent the revenues of the government. So that it has the government if not the whole country at its mercy.

"It is more than fifty years since the first effort to limit this power was made, yet during all the fifty years of opposition it has not yielded anything except when it was to its interest to do so. It passed the law of 1831 to keep the peace with Europe, but it did not execute that law until its interest dictated. It allowed the law of 1871 to be passed to keep peace with the Abolitionists and to put off agitation for twenty-one years. As yet the law has not had any practical effect, and the free-born children are treated and sold as Slaves.

"It will be an easy thing, comparatively, for the Abolitionists to secure the liberation of the Slaves in the Northern and extreme Southern provinces where little or no coffee is raised, and in the city of Rio de Janeiro, where Slaves are employed chiefly as house servants, but when they reach the three great coffee raising provinces, Minas Geraes, Rio de Janeiro and San Paulo, where the Slave-power is most strongly entrenched, then the real trouble will begin. No one can tell what the result will be.

"The complications of the question are endless. For instance, the Bank of Brazil holds mortgages upon about 35,000 Slaves in the three last named provinces, and emancipation would break the Bank. The coffee nearly all comes from these three provinces, and no one expects that more than one third of these Slaves could be induced to work for their master for any consideration, after they receive their freedom, and there are not enough European labourers to supply this loss. So the cry of the Slave aristocracy is: Emancipation means bankruptcy and ruin both for us and the country. The Abolitionists reply: You have grown fat upon the sweat and blood of your fellowmen and you deserve to be ruined, and as for the country it can only prosper when it abolishes Slavery and thus opens the way for a far larger European immigration. On all sides the question is regarded too much as one of public or private interest and not enough as a question of right and wrong. They have no Wendell Phillips thundering in their ears that '*Slavery is wrong.*'"

Our correspondent concludes his valuable sketch of Slavery in Brazil by suggesting that as the United States of America are the largest consumers of Brazilian coffee, they might starve out the planters by issuing an edict forbidding the exportation of Slave grown coffee into the States!

We should very much like to see this done, though we fear some cunning mercantile sleight of hand would soon enable the planters to practically disregard the law. The coffee would be shipped to some free country and then trans-shipped to New York and other cities of the Union.

THE SLAVE TRADE IN CENTRAL AND EASTERN AFRICA.

THE REV. CHAUNCY MAPLES, of the Universities' Mission to Central Africa, read a paper before the Manchester Geographical Society, on the 2nd inst., entitled, "THE RESULTS OF THE EXPLORATIONS OF THE COUNTRY LYING BETWEEN LAKE NYASSA AND THE INDIAN OCEAN BETWEEN 1880 AND 1884." As a good deal of the information in this paper bears upon the extent and increase of the Slave-trade, we reprint extracts from Mr. Maples' paper which we believe will be of interest to our readers. The Chair was taken by the Dean of Manchester, Dr. Oakley, who was well supported.

The CHAIRMAN in introducing Mr. Maples, said he must congratulate Manchester very heartily upon the formation of a Geographical Society. (Hear, hear.) He ventured to suppose it supplied the missing link in the educational, and, he might even say, the social organisation of this great community, and he looked forward to its occupying before long a remarkably influential—because so strikingly neutral—position amongst parties and lines of division, either political or intellectual, which characterised the great Geographical Society of London.

He announced that the following telegram had been received from MR. C. H. ALLEN, the Secretary of the ANTI-SLAVERY SOCIETY:

"Secretary regrets inability to attend meeting. Society rejoices in formation of Manchester Geographical Society. Its action will encourage development of legitimate commerce in Africa, thereby tending to suppress Slave-trade."

Another kindred set of ideas to which geography was closely related was that of the great enterprise at once of civilisation and religion which we knew as Foreign Missions. Two names he would mention—not those of ministers of our English church or the other great church—the Roman Catholic Church—which had again and again conquered sometimes the unwilling admiration of the very sturdiest Protestant for the magnificent organisation, as well as the noble devotion, which had characterised her conduct of her foreign missions. (Hear, hear.) When they thought of those who had been the pioneers at once of civilisation and religion the names of LIVINGSTONE and GORDON arose at once to their minds. (Hear, hear.) Of the former he would say nothing at present; of the latter their feelings, were, perhaps, too deep to admit of their saying much. Only that afternoon he learned that a comparatively recent act of Gordon when he only possessed £750, was to bestow £100 of that amount upon the Anti-Slavery Society, whose work he had so profoundly at heart. (Applause.) Taking those two names as the type of the higher Christian missionary, it was obvious that those persons in all cases, if they had the requisite gifts, had the very best opportunities for studying and acquiring a direct and intimate knowledge of the details and geography of hitherto unknown lands. He took it that we were witnessing—and he trusted it might be so—at the end of the nineteenth century, and in the modern education of to-day, the process repeating itself, in the vast new and still very little known territory of the interior of Africa, by which what we now called Europe, was originally Christianised and thereby slowly formed. (Hear, hear.) One of the pioneers of that great work was with them that evening, and their study of a small part of the eastern coast of Africa would be opened by one who had, by God's blessing, enjoyed the rare privilege of working for some eight or nine years in that most dangerous climate under the auspices of the Universities' Mission. MR. MAPLES, upon the subject of that portion of Africa, was recognised as a high geographical authority, and he had much pleasure in introducing him to the Meeting.

The Rev. CHAUNCY MAPLES, in his introductory remarks, stated that the country between Lake Nyassa and the coast, embracing about five degrees of longitude contained 140,000 square miles, and five years ago this was a veritable *terra incognita* to all Europeans. The speaker gave an interesting account of the travels and explorations of the many English and Portuguese whose names were now connected with that district, including Dr. Livingstone, Bishop Steere, and many members of the Universities' Mission, and though last, not least, Her Majesty's Consul at Mozambique, Lieutenant H. E. O'Neill, who had lately returned from an adventurous and successful journey through a hitherto unknown country.

NATIVE RACES.

On this branch of the subject Mr. MAPLES said, the greater part of it was owned and inhabited by the Makua tribe. It was these people with whom the Portuguese on the coast had lived cheek-by-jowl for well nigh 400 years, without succeeding in establishing friendly relations with them or being able at the present time to wander in their country with any security. It was these people, again, who were found as far west as Nyassa itself in some parts, and as far north as his own mission station, while their southern limits extended far beyond the region he was illustrating. Northwards on the coast their villages and towns were found as far as Msimbwa, beyond which place they ceased to be located. He knew these people well, and had lived amongst them and travelled through their country repeatedly during the past eight years, without suffering in any way at their hands. He believed them to be, on the whole, a peace-loving, industrious, and harmless people, of very average intelligence as those races went, and very amenable to civilising influences when carefully and judiciously exercised.

A SLAVE GANG.

As his eyes rested gladly on this beautiful country, which he had reached after traversing so many leagues of dreary forest land, he might almost have forgotten where he was had not his contemplations been rudely burst in upon by the piteous spectacle of 2,000 Slaves, who, with their drivers, were encamped close by. Meto then was, and still is, he feared, a recognised centre for the Slave caravans, which, coming from various places to the north-west, west, and south-west, here converged, and then, diverging again, ultimately reached the coast either on the Portuguese main or still further north in the neighbourhood of Kilwa, Kiswere, Mikindani, or Lindi. The Walomwe, who had a character for fierceness and savagery above that of their neighbours, and whose central home would appear to be the Namuli range, could no longer be reckoned as merely one of the sub-divisions of the wide-spread Makua people. Mr. O'Neill's researches and investigations, both into their language and their racial peculiarities, have, he was convinced, satisfactorily established their claim to be classed as a separate tribe. Mr. O'Neill had also shown that their character for ferocity and inhospitableness was not borne out by an intimate acquaintance with them. Of the Yao tribe he would say little, as they were tolerably well known to all readers of Livingstone's travels.

MAVITI.

Most people were aware that the so-called Maviti, who were the terror of the whole Nyassa districts, and whose raids and predatory incursions had extended from the west of the lake to the shores of the Indian Ocean, were, in fact, the survivors of a Zulu army which at some time, even before the days of the famous King Chaka, journeyed northwards and ultimately made its headquarters in the Nyassa district. These people were now variously

known as the Angoni, Amachonde, Mazitu, Maviti, and Magwangwara. The Magwangwara were now separated, and had become the dire enemies of the Maviti, but originally, beyond all doubt, they were one with them. It was not too much to say that the Maviti and Gwangwara formed the main factor in the life of the whole of that part of the world. They were the cause of its depopulation, of its devastation, and of its ruin. By their raids they fed the Slave market, they reinforced their bands, and they provided themselves both with Slaves and with cattle. They lived for plunder, and their lust was to conquer and hold in a state of vassalage every other tribe and people of whom they had ever heard. The Gwangwara were at present settled near the sources of the river Rovuma.

GEOLOGICAL FEATURES.

Turning to the geological features of the country, it seemed to be pretty well established that an almost uniform character marked the greater part of this vast area from the river Lufiji in the north to the neighbourhood of the Zambesi in the south. The character of the soil and of the rocks which cropped up through it in the Rovuma valley and Yao forest showed that the sandstone plateau of Makonde rested unconformably on a stratum of metamorphic rocks, alike in character to the great gneiss boulders and crags which were the distinctive feature of the whole country. The mica schist, which was found near the Rovuma and Lujenda junction, was garnetiferous, and amongst many garnets of no worth he had found also the deep coloured gem known amongst jewellers as the almandine. Crystals of tourmaline and beryl he had also collected there. Of the metals, iron is the only one which hitherto had been found ; but of this there was no lack, and its uses being well known to the natives, they were perfectly familiar with various methods of smelting the ore and working it into hoes, axes, spears, arrows, and other implements. Argillaceous rocks abounded in the Yao country near the lake, and slate had been observed amongst the hills in the same district. The coal which was long supposed to exist on the Upper Rovuma and Lujenda turned out to be a kind of bituminous shale, with which was mixed a hard anthracite substance, which, when subjected to the action of fire, was found to be scarcely combustible, and to leave more than 50 per cent. of ash. Limestones were not abundant. Suitable clays for brickmaking and pottery were not wanting in most places. Masasi formed one of the most beautiful and healthy localities in the whole of this part of Africa. Makua villages were clustered thickly round the hills ; the soil was fertile to a degree, producing each year abundant crops of sorghum, maize, rice, sesamum, cassava, beans, yams, &c. They had introduced and cultivated with great success mangoes, guavas, limes, lemons, citrons, sweetsop, soursop, custard apple, cashew, and a number of other fruit trees almost unknown to Englishmen. They had attempted also the cultivation of coffee, cloves, and cinnamon, but owing no doubt to the lack of perennial rains they had hitherto failed with these plants. The cotton plant and the *palma Christi* were found wild throughout the district. As to the staple of the cotton, he would desire to express himself with caution in Manchester, but he had reason to believe that with proper cultivation Masasi cotton might be made a thoroughly marketable article. Tobacco, iron, and salt were also among the products of this favoured spot. In the course of his travels he had visited many other districts strikingly similar in character to Masasi, and he was confident that there were countless others, one and all of them affording ample scope for the ambition of the would-be colonist or settler in Makua country. It was in such districts that the average European might enjoy a measure of

health that was not possible anywhere on the coast of intertropical Africa, and it was in such districts also that, as he believed, there was at present a great field open for the mercantile enterprise of Great Britain. It was of what the country might produce rather than of what in its present paralysed state it did produce that he was speaking. The exports at present were few in number, those of sufficient importance to mention being ivory, gum copal, india-rubber, and orchilla weed. It was in the Makonde that the india-rubber vine was found everywhere, and perhaps there was no other district in East Africa where it grew so luxuriantly and abundantly. Within the last ten years the trade in this valuable commodity had been steadily increasing, though, he grieved to say, the natives had made it fit in with their Slave-dealing proclivities, and bought Slaves, who were being carried to the coast, with the proceeds of the india-rubber they have sold there. When the maze of bushes and thorns was cut away, and the country cleared, the soil was found to be wonderfully prolific if planted with the usual cereals of the country, and it was a remarkable fact that even on this elevated plateau rice was found to thrive.

THE SLAVE-TRADE.

After a brief reference to the zoology of the district, Mr. Maples proceeded to say that no account of this part of Africa would be complete without a distinct notice of the present state of the Slave-trade, and with regard to this subject he said that within the last few days there had been placed in his hands some hitherto unpublished remarks by Mr. O'NEILL bearing so closely on this subject, and of such vital interest in connection with their present discussion, that, fully believing that Mr. O'Neill would grant him permission to bring them to their notice were it possible to ask his leave to do so, he would read what Consul O'Neill had written. Mr. O'Neill wrote :—"Nineteenth of the wars of Eastern Africa spring from the efforts necessary to satisfy the demands of the Slave-dealer, not from any love of fighting, from which indeed the mass of the people would gladly be spared. Whilst they are told that Slaves form the currency held in highest estimation for the purchase of cloth and other articles of which they stand in need, raids upon their neighbours will be organised, and wars continue to be made. But when they see that these things may be obtained with less difficulty and danger than through war a great step will be gained towards ousting the Slave-dealer. The admirable situations of the interior lakes, their very shapes indeed and relative positions cannot but greatly strengthen the beneficial effects of a regular trade from their shores upon that of Slaves. In the present condition of the Slave-trade the Nyassa and Tanganyika interpose themselves as gulfs of considerable extent between the demand on the part of chiefs who await the arrival of coast agents, and the main field of supply. Trading stations upon them would therefore be exceptionally well placed for competing with the Slave-dealers, and the latter may safely be left to the natural outcome of this competition. But trade is liable to fluctuations, and, unless working in a remarkably rich and varied field, to failure; for the demand for the few spontaneous products of the country may strengthen or weaken or practically cease, and it will be very long before the wants of the black population so expand as to create a healthy and constant demand for imports of European manufacture. It would be otherwise if a steady flood of emigration were directed to the lake districts, and agricultural industries established there for the cultivation and export of produce for which the soil of the country is favourable, and by a population calling for the numberless necessities of civilised life. Then a sound balance would be

established between importation and exportation, and a permanent, and, I hope, prospering colony, largely employing free native labour, and in which the settlers have a material interest in the well-being of their men, would take the place of trading stations, moving hither and thither according to the exigencies and requirements of trade."

FUTURE PROSPECTS.

If, for reasons which might have emerged in the account he had laid before them of the regions east of Lake Nyassa, there was a great future before this country, and if, as he had pointed out, it was a country which invited the enterprise and colonising energy of England at the present time, what, they might ask, had he to suggest with regard to what might be done in promotion of its further development. For a whole decade and more Englishmen and Scotchmen had navigated the broad bosom of Lake Nyassa, and the beneficial influence exercised there by the various mission stations and the African Lakes Company were warmly recognised by the natives inhabiting the surrounding districts far and wide. No other European nation was represented on those waters. We had already posted one British consul within easy distance of the southern end of the lake, and another had been nominated to fill his place, so sadly and so early vacated. Let these measures be followed up by still more important ones, and then would be realised, slowly it might be, but very surely, those lasting benefits they desired to see shared by this desolated and sore-troubled country. They would see the Slave-trade become extinct, and the wars that maintained it would be heard of no longer. They would see the oppressed and hunted natives boldly coming down from their fastnesses in the hills, and causing the fertile valleys to swell with rich crops. Fresh industries would arise, new trade would be developed. Tribes no longer decimated by Slave raids would return to their pristine prosperity—nay rather, would make progress, thrive and increase. The land would smile once more, and throughout the length and breadth of it there would be manifested the inestimable blessing of peace. (Applause).

THE GOVERNMENT OF FIJI.

A DEPUTATION representing the Aborigines' Protection and the Anti-Slavery Societies, and consisting of Sir Fowell Buxton, Mr. A. Pease, M.P., Mr. Cropper, M.P., Mr. A. M'Arthur, M.P., Mr. G. Palmer, M.P., Mr. Douglas Gordon, Mr. Chesson, and Mr. C. H. Allen, waited on the 11th March, in London, upon the Hon. J. B. Thurston, Colonial Secretary of Fiji, and sought from him some explanations in regard to the charges recently made against the Government officials of Fiji in relation to the treatment of the natives.

Sir FOWELL BUXTON, who introduced the deputation, said the societies had every confidence in the former governor, Sir Arthur Gordon, and his successor, Sir William des Vœux, but certain statements had recently appeared in the newspapers reflecting on the administration of native affairs in Fiji which it would be well should be authoritatively answered.

Mr. CHESSEON epitomized the charges contained in the articles and letters referred to. They were that the natives of Fiji were compelled to work against their will, by a system known as the "lala," without pay; that no real check was imposed on the arbitrary authority of the chiefs; that the natives were not free agents; that they could not leave their own districts even temporarily without fear of punishment; that they were not allowed to sell their labour in the open market, or to hire themselves out, except under severe penal restrictions; that tillage was discouraged by confiscation of the

produce; and that consequently the natives were reduced to a state of deplorable misery and sullen despondency.

Mr. THURSTON rebutted each of the charges, so far as they reflected on the English administration in Fiji. He pointed out their vagueness, which permitted of no examination, and demanded specific instances, with place, time, and names. He maintained that the Governor and his officials had steadfastly sought to repress the exactions of the native chiefs carried on under cover of the old communal system, and gave instances of the beneficial results of their interposition. So far from being sunk in despondency, the natives were one of the most jolly and jocund peoples on the face of the earth. As for the charge that the Government prevented the free migration hither and thither, he said the restraints put on this were designed to protect the natives from being discharged far from their homes and left in a state of helpless vagabondage. The people could go to work where they pleased if the engagement did not extend beyond a month. If it was for a longer period and for work at a distance it had to be put on paper and signed before a magistrate, so that there might be an official record of where the people were taken to and some security for their being sent home at the conclusion of the engagement instead of being turned adrift. This was explained by reference to a large scale map, showing that the numerous islands of Fiji, some large, some very small, containing an area more than six times the size of Jamaica. He gave examples of barbarous treatment of natives by planters as proof of the necessity of Government regulation and protection, adding, however, that these were, happily, exceptional cases. But the existence of a very few bad men among the planters rendered Government ordinances necessary, even though they should be felt somewhat irksome by the many humane and good planters. In the administration of justice the Government had always acted on the principle of equal treatment to white and black men, a resolution that had provoked much unmerited obloquy. The statement that the natives were not protected in the fruits of their industry was a most unfounded charge, for every native could easily procure redress against his chief if the latter robbed him of his wages. Mr. Thurston added some remarks about the desirability of altogether stopping the immigration of Polynesians, who had no stamina and died very fast in Fiji, in favour of the immigration rather of Indians, among whom the mortality was less than among the Fijians themselves. He also spoke of the steps being taken by the Government to protect infant life, encourage the better treatment of the women, promote industry among the men, improve the public health, and so make the native population increase instead of decrease in numbers.

The deputation thanked Mr. Thurston for his explanations, with which the various gentlemen present expressed their satisfaction, and withdrew.

Obituary.

DR. EUGENE BODICHON, one of the last of the Republicans of 1830, died at Algiers on the 28th January, aged 74. He belonged to a noble Breton family at Nantes, but becoming dissatisfied with the condition of things in France, he settled in Algeria forty years ago, and devoted himself to gratuitous services as a physician among the poor. In 1848, being appointed corresponding member of the Chamber of Deputies for Algiers, he immediately advised the liberation of the Slaves throughout the province of Algeria, which was done. Dr. Bodichon also deserves the thanks of the public for being one of the first to draw attention to the valuable febrifugal qualities of the *Eucalyptus Globulus*, and for his exertions in planting it throughout the Colony.

THE PORTUGUESE IN EAST AFRICA.

INFORMATION having been received by the *African Lakes Company* that the Portuguese were annexing the territory on Lake Nyassa, on which one or two English and Scotch Missions, and also the Lakes Company, hold property, a small deputation waited privately upon Earl Granville to inform him of the fact, and to claim British protection. The views of the deputation were stated by Professor Smith, Rev. Chauncy Maples, Rev. W. H. Penney, Messrs. Moir, Ewing, C. H. Allen (Anti-Slavery Society), and other gentlemen.

In the absence of Lord Granville at a Cabinet Council, Lord Edmund Fitzmaurice undertook to lay the subject before Her Majesty's Government.

ENGLISH CONSUL AT NYASSA.

Lord E. Fitzmaurice stated that he was glad to inform the deputation that a British Consul had been appointed to succeed the late lamented Consul Foot.

DR. SCHWEINFURTH.

WE are glad to learn that our well-known Corresponding Member, Dr. Schweinfurth, the African explorer, has recently reached Cairo, after a journey of 100 days' duration through the eastern portion of the desert region between the Red Sea and the Nile, the intrepid traveller having in that time traversed 1,500 kilomètres. The object of the journey was to study the geology of the country, and some very valuable results are expected.

It is stated that the Egyptian Government has liberally assisted Dr. Schweinfurth in his difficult journey, and we are glad to note that he does not appear to have been molested by the marauding tribes. In the present unsettled state of the country, such a journey as that undertaken by this famous explorer must have been one of considerable danger. We congratulate him sincerely on his safe return.

DEATH OF KING MTESA.

THE Secretary of the Church Missionary Society states that he has received information of the death of King Mtesa, of Uganda, one of the most powerful monarchs of Central Africa. We have already, some eighteen months since, published an obituary notice of this ruler, and found afterwards that the report of his death was incorrect. Until the rumour is confirmed we withhold any further comment, though we are well aware that important political issues depend upon the conduct of the successor of so powerful a sovereign.

MOROCCO.

SHEREEFA OF WAZAN.

WE are sorry to hear of the death of the only daughter of H. H. the Grand Shereefa of Wazan. The Shereefa went to Wazan some weeks ago, to be with her step-daughter in her confinement, which has unfortunately terminated fatally.

The Shereefa has just returned to Tangier, but will make only a short stay, and then proceed to Algiers with her eldest son Mulai Ali, now nearly eleven years old, that he may complete his education.—*Times of Morocco*.

DR. NACHTIGAL.

DR. NACHTIGAL, German Commissioner at Angra Pequena, is expected here in the place of Herr Weber, the German Minister, whose time is nearly over, he being in his seventieth year.—*Times of Morocco*.

THE QUAKER POET AND GENERAL GORDON.

A CORRESPONDENT having written to ask Mr. J. G. WHITTIER to write a poem on GENERAL GORDON, the venerable poet has sent the annexed eloquent letter in reply. Some two years ago we forwarded a copy of Dr. HILL's book *Colonel Gordon in Central Africa* to Mr. WHITTIER, asking him to write a poem on the "Slave-trade." This was at the suggestion of GENERAL GORDON's sister, and we are sorry to note that the same hindrance then pleaded, viz.: feebleness of health, now exists. We earnestly hope this cause of the poet's silence may be removed by a return to stronger health.

"Thy letter found me pondering the very subject to which it so kindly sought to call my attention. For years I have followed GENERAL GORDON's course with constantly increasing interest, wonder, and admiration, and I have felt his death as a great personal bereavement. A providential man, his mission in an unbelieving and selfish age revealed the mighty power of faith in God, self-abnegation, and the enthusiasm of humanity. For centuries no grander figure has crossed the disc of our planet. Unique, unapproachable in his marvellous individuality, he belongs to no sect or party, and defies classification or comparison. I should be sorry to see his name used for party purposes, for neither Conservative nor Radical has any special claim upon him. We Americans, in common with all English-speaking people the world over, lament his death and share his glorious memory. I wish it were in my power to do what thee so kindly suggest, but I scarcely feel able to do justice, at this time, to the wonderful personality which for the past year has stood on the banks of the Nile, relieved against the dark background of the Soudan. I have been suffering from illness, and dare not undertake the eulogy of such a man with a feeble hand. Perhaps it may sometime be in my power, as it is now in my inclination, to put my thoughts of him into metrical form. If I could reach the ear of Alfred Tennyson I should urge him to give the world a threnody inspired by the life and death of one who has made not only England but the world richer for his memory."

OUTALISSI, A TALE OF DUTCH GUIANA.*

BY THE LATE COMMISSARY JUDGE C. E. LEFROY.

THE Rev. David A. Agnew, of Edinburgh, has kindly presented to the Library of the Anti-Slavery Society a unique interleaved copy of this work containing manuscript supplementary matter by the author, *picked up in a second-hand bookshop*.

We append a note taken from the tomb of Mr. C. E. Lefroy, in the churchyard of Basingstoke, Hants, kindly copied by the Rev. Canon Millard:—

CHRISTOPHER EDWARD LEFROY, ESQ., for ten years BRITISH COMMISSARY JUDGE at SURINAM, for the suppression of the Slave-trade, and late of West Ham, of this Parish, died July 2nd, 1856, aged 70 years.

"With all the humility of prostrate helplessness I throw myself on GOD'S mercy thro' CHRIST for the pardon of my sins, trusting in the infinite sufficiency of the full and perfect atonement by Himself once made upon the Cross for the sins of the whole world."—*The concluding words of his will.*

* London: Hatchard & Son, 1826.

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Either alone, or with the addition of Sugar, or Simple Syrup, which can be obtained from any chemist, and mixed with Water or Soda Water and a little Ice, if obtainable, one of the most delicious drinks can be made, but care should be taken that "MONTSERRAT" LIME-FRUIT JUICE only is used, as it has the delicate aroma and flavour peculiar to the Lime Fruit, and found in no other Lime Juice.

The Lancet says:—"We counsel the public to drink their Lime Juice whenever and wherever they list. As a rule Lime Juice is, particularly during the summer, a far more wholesome drink than any form of alcohol. We have subjected the samples of the 'Lime-Fruit Juice' of the Montserrat Company to full analysis, with a view to test its quality and purity. We have found it to be in sound condition, and Entirely Free from Adulteration."

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LIMETTA, OR PURE LIME JUICE CORDIAL,
AROMATIC, CLOVE, STRAWBERRY, RASPBERRY, SARSAPARILLA, PINEAPPLE,
JARGONELLE, PEPPERMINT, QUININE.

Can be obtained from any Druggist or Grocer throughout the world.

CAUTION! THE GREATEST CARE should be observed that "MONTSERRAT" LIME-FRUIT JUICE and CORDIALS only are supplied, as there are numerous concoctions sold under the name of Lime-Juice Cordial that are entirely artificial, or so charged with deleterious acid as to be injurious to health.

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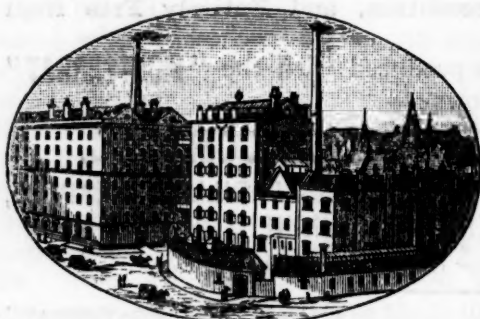
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